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HIS STATUE SHOULD BE THERE.

It seems exceedingly foolish that there should be any question about placing the statue of Brigham Young in the Hall of Fame at the St. Louis exposition. The exposition would be pointless if nothing were to be celebrated save the purchase of the squatter title of France to a vast area of wilderness which it could not hold. The industrial triumphs of a century upon that soil; its redemption and transformation are really what are to be celebrated. Those most conspicuous in those triumphs and in that transformation are the ones whose statues should have honored places in that hall. That being the real truth the statue of Brigham Young must be there. In his generation he was a great compelling force. Amid poverty and apprehension and fear he led a little band a thousand miles into the wilderness and amid discouragements which can hardly be comprehended now, laid the foundations of a state and for thirty years directed the progress of that community in a way which held to him the full confidence and affection of his people and their insistence is that as between them his judgments were always just. He had that virile, sensuous nature which with a suave exterior never fails to give to a person that something which draws men and especially women, and which is known as personal magnetism. We do not think he possessed great personal courage but he did possess a yieldless will and a persistence which never wavered. He was not by nature a builder, but he was by nature an architect. He could plan and lay out better than he could execute. With such material as he had he carried forward his purposes without a break. That he cared no more for outsiders than did Joshua of old has nothing to do with the question in hand; that his life was not ordered after the fashions of other men; that he was selfish and given to bluffing sometimes does not matter in the consideration of this question. It is a question of giving places to the statues of men who wrought great triumphs in the wilderness and the triumph of Brigham Young may not be ignored.

Napoleon's statue will be there, but if the question of morality were to be raised he would be shut out for he was a law unto himself from birth to the hour he was sent to Elba. There will be statues of plenty of men who were never

restricted by the world's conventionalities, of some who sought the wilderness to give what was lawless in their natures free rein. There will be statues of other men who earned fame cheaply, who drew pensions all their lives from the romance of their exploits and whose memories because of the romance attaching to their exploits will be recalled for perhaps half a dozen generations to come. Only leaders are remembered long. The monument at Arlington over the remains of hundreds of "unknown dead" tells the story of the world. Leaders alone are remembered. And coming back to this theme Brigham Young was a leader who held away over a people for a generation, who led them deep into the wilderness; who on an arid belt laid the foundations of a state and left his people far better off than when he assumed their leadership. He began his work amid such poverty, despair and hardships as were heart-breaking, he fought it out on that line and whatever may have been his misgivings the face he turned to his people was always one of determination and hope. Whatever were his faults, his imperfections or eccentricities, he wrought a mighty industrial triumph and in a celebration of the triumphs that have redeemed half a continent from the wilderness his statue deserves a high place.

GOOD NEWS.

It is good news that the San Pedro and Salt Lake road is now about to be pushed to completion. It is not explained why it required two and a half years to complete the needed negotiations, but that is not essential, so the road is now to be pushed with vigor. It will be a great thing for Salt Lake, for Los Angeles and the country between the two cities, and as we long ago predicted, the volume of business which will be in waiting for the completion of the road will cause every railroad man who passes over it, to wonder why such a snap remained unappropriated so long. We sincerely congratulate the projectors on the present situation and hope that when full fruition comes their most sanguine hopes will be deservedly realized.

HOW IS IT TO BE?

There are great days for Utah in the near future in an industrial way. The mining situation is more filled with promise than ever before, and the promise is of developments so gigantic that those who have been given glimpses of that promise, stand awed in the presence of the possible realities that to them seem certain when a little more shall have been revealed. The road from Los Angeles is expected now in eighteen months or two years. Those who ought to know best predict that by the time the connection shall be made between Riverside and Calientes, in that same year, the output of the mines of the state will be in the neighborhood of \$50,000,000. Think of a state that adds that much, in one line of business, to the world's newly-created wealth. That does not include the iron or the coal of southern Utah. The great state of this Union, the state that gives the greatest ratio of employment to men; that from raw material mixed with brains yields the greatest returns, is Pennsylvania. Her prominence comes from her iron and coal and oil. Suppose she could add to them \$50,000,000 from her

other metals, what would she be? Well, Utah has more iron than Pennsylvania, she possibly has more coal, she has beside such deposits of other minerals and metals, that it is clear that all that is needed to make more than a second Pennsylvania out of the state is to continue its development. Another road is forging its way from the east and that will make available a region larger than is the state of Connecticut, which is practically now a closed book. That will add to the output of the mines, that will extend greatly the area which can be cultivated.

There is hereafter to be a closer husbandry of the waters of the state, a greater economy in its use, a great expansion of cultivation. With all the people working in harmony, with the thought grounded in the hearts of the people that this is for all time to be a steadily expanding American state, the profits from the mines would in great part be invested within the state, and it is not hard to estimate the glory that would be. It lies with one organization here whether this hope is to be realized or not. If the promises of 1893, '94 and '95 could be kept in good faith there would not be a bit of trouble. Utah would be the empire state of all this inter-mountain region; it would draw to it the successful men and the trade of a country a full thousand miles in diameter, and this city would glitter on the face of the desert, until to the new-comers eye it would seem as did the vision of the New Jerusalem to the enraptured vision of John. How is it to be?

OUR FLEET GOING TO KIEL.

Mention has been made that the United States Atlantic squadron will be present at Kiel at the celebration there, that one day will be set aside for boat racing, the sailors of the different fleets to contest for the honors. The boys of the White Squadron will have too look out, for there are sturdy men in both the German and the English fleets and it will be more than a friendly contest, rather it will take on some proportions of a test of nationalities. In one sense the Germans will have an advantage. Germany does not take raw men from the shore and put them at once upon her ships. She has two or three training schools, apprentice schools it may be said, for her sailors, so that when they finally go on shipboard they are in fact undergraduate sailors. Through the fleet those most proficient are known and they will be selected to hold up the flag of Germany when the racing comes on. Our boys may be beaten but they will give a good account of themselves nevertheless. We have published before what Admiral Schley said of the sailors of the Brooklyn when after three hours of fierce fighting and unparalleled excitement, signals for help came from the sinking Viscaya. The Admiral said he watched the boats move away from the Brooklyn and the strokes of the oars was as measured and steady as though the crews were merely out for exercise. It will be certain that the German Emperor will note the movements of all the men who take part in the races, for through them the character of the men will be gauged. When the America took the cup from the English, they comforted themselves with the thought that it was a mere sharp Yankee trick to secretly construct a swift yacht to steal away the treasured cup, that from it no estimate of the sea prowess of the respective nations could be made. But since then